

# FLASH

Factual Lines About Submarine Hazards  
*Submarine Division of the Naval Safety Center*

## April - June 2014



Why it's important to follow tagout procedures!

### Route for Safety's Sake

CO \_\_\_ XO \_\_\_ NAV \_\_\_ ENG \_\_\_ CSO \_\_\_ SUPPO \_\_\_ COB \_\_\_ DCA \_\_\_ Safety Officer \_\_\_  
EDMC \_\_\_ MDR \_\_\_ 3MC \_\_\_ CPO Quarters \_\_\_ Ship's DCPO \_\_\_ 1<sup>st</sup> LT \_\_\_

We at the Naval Safety Center look forward to your questions and feedback.

In the spirit of "**ASK THE FLASH**," we have opened the FLASH up for write-in articles and cartoons. You can find the Naval Safety Center classified web page at <https://www.csp.navy.smil.mil/NSC-SUB> and the Naval Safety Center videos on You Tube at <http://www.youtube.com/user/dsteber1849>

Warnings, Cautions and Notes

The Flash is a newsletter that provides safety-related information to the fleet. This information is a summary of research from selected mishaps and surveys done throughout the force. The data is provided to assist you in **your** mishap prevention program and give advance notice of other safety-related information.

*This newsletter is NOT authoritative.*

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This issue of the FLASH covers the 2<sup>nd</sup> quarter of FY 2014 submarine safety survey findings focusing on the significant and most common discrepancies. PMS not being properly accomplished by personnel and verified by leadership is a common theme in many survey areas.

***Welcome Aboard  
EMC(SS) Louie L. Belk***

Greetings, I am reporting from the USS NEW HAMPSHIRE (SSN 778). I have recently filled the billet as the Assistant Submarine Electrical Analyst and Class A Mishap Technical Advisor at the Naval Safety Center. I look forward to providing the submarine fleet with the support and training required to continue the mission of the United States Navy. Mission First, Safety Always. Please feel free to contact me at any time. My contact information is on the last page.

***Safety Officer Admin and a Strong Safety Program  
LT Oravitz***

One of the keys to having a successful safety program is having an easy to follow and easy to use Safety Administrative Binder. If you meet the requirements in the first five line items in the Sub Safety Officer Checklist (online), you are off to a great start. There isn't one best way to manage the program; I have seen robust ZIDL programs that incorporate the five items in line item A1O1 from the checklist and combinations of JSN logs and green books, you just need to meet the requirements. Just remember, the requirement has a purpose of administratively managing your (hopefully) outstanding Safety Program. The key to having that outstanding Safety Program is to plan around that quarterly Safety Council Meeting (line item A1U0). Before each meeting you have a to-do list. GATHER DATA! Get verbal trends from the Chief's Mess and Wardroom (A1M3); keep a log of hazards, whether they are fixed or not, and use the A1O1 line item to make or modify that log and study those trends; review all reports, including ZIDLs, for safety related trends (A1U3 and A1Z4); review traffic safety violations and note trends; talk to your MSR and see how that program is trending; talk to the MDR about threshold shifts (A7E0) and anything else he sees; get the Safety Officer course - or interim - done (A2A1 and A2A2); and update your 1301 note (A2A0, A7C0, A7D0, C1A5, and C1A6). Now, analyze all of that data and note trends. At the next Safety Council Meeting, talk about the trends and recommend training pertinent to the trends on the boat - your CO will be amazed and your Safety Program will be trending in the right direction!

***Safety Officer Mishap/Hazard Trackers***  
***LT Mike Lopez***

Since there hasn't been a recent Class "A" Mishap on submarines (which is great), I have been cross training to assist on Submarine Safety Surveys, specifically Safety Officer and General Departmental. A trend that I am seeing is that once a Safety Officer (SO) is assigned, the SO finds that the command's program isn't where it needs to be. The Naval Safety Center is here to help. There is nothing wrong with calling or e-mailing us with any issues you may have with your program (contact information is on the last page). The administrative portion of the program relies heavily on the Safety Officer. He should be monitoring trends of safety hazards and incidents in the command, briefing the CO, XO, and COB with those statistics, and providing a solution to mitigate or eliminate the hazards. The best way to do it is with a tracker. There is no wrong way to track as long as all the requirements are met. On a recent trip, all the boats had an electronic tracker that helped them manage and explain trends to their CO. One boat in particular, USS OLYMPIA (SSN 717), had the most functional tracker I have seen to date. Their Safety Officer, LTJG Wu, developed a tracker that met all of the requirements, was easy to use, and helped to manage safety related trends on the boat. LTJG Wu and other SO trackers on CSS 7 and CSS1 boats prompted the development and implementation of a new Naval Safety Center resource - an electronic tracker that combines many of the features I have seen and meets all of the requirements. It is located on our website and you can find it at:

[www.public.navy.mil/navsafecen/Pages/index.aspx](http://www.public.navy.mil/navsafecen/Pages/index.aspx)

Then click on "Afloat", then "Submarines", then "General Department Safety Officer"; it is the Excel Spreadsheet titled "SO\_Tracker." Additionally, the spreadsheet is now on the Safety Officer Resource CD that we provide during a Safety Survey. If you utilize the resource and find ways to improve it - please - email me your ideas and I will incorporate ideas that improve the program.

***Damage Control***  
***MMC(SS) Alkire***

I continue to see dirty EAB masks onboard submarines. The MRC for cleaning/disinfecting these masks is very specific on how to do this. It is much



This is an easily avoidable discrepancy, and is very telling about the Damage Control Petty Officer's attention to detail when performing maintenance on these extinguishers.

Steam protective ensemble stowage has been another issue I've seen in the fleet. Training steam protective ensembles are supposed to be stowed in a container/locker with door/top painted yellow or in bag with top of bag yellow in color and clearly labeled "FOR TRAINING PURPOSES ONLY". The following are some good ideas on how to stow steam suits.



Steam suit storage bags on USS KEY WEST (SSN 722)



Steam suit storage on USS OLYMPIA (SSN 717)

Whatever you decide to use for your steam suits, ensure that they are clearly marked, and that the training suit is stored in either a yellow container or a container with yellow markings.

If you have any questions about these items or ideas of items to submit, feel free to call or e-mail me using the contact information listed in the FLASH on the last page.

***Combat Systems  
MMC(SS/SW) Chayim***

More than 50% of units surveyed do not have all "AMMUNITION FAR SIDE" signs posted.

**Best Practice:** Ensure that at all bulkheads attached to a locker or magazine (top, bottom and all side bulkheads), that contains ammunition, has an "AMMUNITION FAR SIDE" sign.

Almost half of units surveyed do not have a complete Otto fuel spill kit available in the torpedo room that has been inventoried per the MRC AND 46% of units do not have a complete Otto fuel spill kit available outside of the torpedo room and inventoried per the MRC? Keep in mind that each area has its own inventory list, so ensure you are using the inventory for the correct Otto fuel spill kit.

**Best Practice:** Ensure that all applicable items from the MRC and OD 44979 are physically in the Otto fuel spill kit. If obtaining items from supply has been an issue, continuous conversation with existing supplies may be required.

47% of units do not maintain all required physical security gear; the problem seen most often is obtaining the correct tactical helmets. This has been an issue for many boats due to receiving "a reasonable substitute" from the supply system.

**Best Practice:** Understand the requirement for the tactical helmet and "a reasonable substitute" is not authorized. Work with supply to ensure that the helmet ordered is exactly the NSN requested.

44% of units do not have the dummy/drill ammunition segregated from service ammunition, properly color coded (bronze, gold, brass) and labeled "FOR PRACTICE ONLY."

**Best Practice:** Ensure that the instruction utilized for guidance is SW010-AF-ORD-010, Identification of Ammunition, Change C. Review and implement as required.

***Submarine Deck  
FTC(SS) Macon***

Submarine Crash Bags are one of those items that you hope you never have to use. We all know that these are required for DISSUB operations and we all hope that we will never be in a position to need this equipment. With that said, let me draw your attention to repetitive problem that I have seen in the Fleet. The crash bags are required to have 3 SCV LED collars for installation on the Stole Charging Valve in the escape trunk. You want to make sure that you take good look at these collars. Don't take them out of or break the packaging; they become invalid and unusable if this happens. You do, however, need to give them a good inspection. Check the expiration date and ensure that the batteries are not corroded, looking black, brown, or powdery white. These batteries are bad and the collars should be replaced immediately. Be careful though, because I've seen them come from supply with the same problems. Do not accept this bad material; if you experience this, tell your LSs that they need to fill out a Product Quality Deficiency Report (PQDR) and get new collars to replace the bad ones that were just received. You really want to make sure that this vital equipment, and your Crash Bags in general, are all up around.

***Electrical/Mechanical  
ETC(SS) Kingsley***

**Installed bunk lighting hazards (again!).**

Recent surveys have discovered a large number of personal shock hazards with installed bunk lighting. On some models of bunk lights the on/off switch is held in place with an external locking nut. Over time this locknut can become loose and fall off. When this happens the switch can recess into the light housing and become a shock hazard. Personnel should be aware of this and inform E-Div if the switch becomes recessed so they can be properly tag it out and repair it.

Recent surveys have shown a deficiency in markings and anti-slip protection near permanently mounted machine tools. Per OPNAVINST 5100.19E D0105 b.(3) &

D0804 the requirement is that the area must be identified by black and yellow tape. Non-skid strips must be placed in front of the lathe, drill press, and bench grinder(s) in the operator's work area and they can be ordered using the following NIINs:

Deck Strips 7220-00-205-0389  
Stripped Yellow and Black 9905-01-342-5933  
Checkerboard Yellow and Black 9905-01-342-5934

*Medical / HAZMAT  
HMC(SS) Thomas*

### **POTABLE WATER SYSTEM**

Potable Water Hose:

All potable water hoses are required to be labeled "POTABLE WATER ONLY" every 10 feet. This discrepancy has been quite common during recent surveys. The potable water hose locker is required to be labeled "POTABLE WATER HOSE" on the outside of the locker. Additionally, the potable water hoses are required to be stowed with the ends capped or coupled in accordance with CNSF 6000.2 for all SSN and SSGN units. This does not apply to SSBNs.

### **HAZMAT and the Damage Control Assistant**

The Damage Control Assistant:

It has been noted on recent submarine safety surveys, that several units are not following the requirements of article B0304d in OPNAVINST 5100.19E, which applies to submarines. The submarine's DCA is required to perform the following items with regards to HAZMAT:

- (a) Train and supervise ship's damage control efforts to combat HM spills. Conduct HM spill response drills as necessary.
- (b) Provide training to divisions regarding reporting, initial handling, and cleanup of HM spills, as requested.
- (c) Maintain an OTTO fuel spill kit (AEL A006350027) to respond to OTTO fuel Spills.
- (d) Hazardous material emergency response shall be conducted per guidance provided in references B3-27 and B3-28 of OPNAVINST 5100.19E. The DCA shall follow the toxic gas bill in preparation for possible HM spills or releases to the environment. Reporting requirements for a HM spill which goes over the side are found in reference B3-4, chapter 19.

## Naval Safety Center Submarine Division Scheduled 4<sup>th</sup> QTR FY14 Travel Plans

Groton: 14 Jul - 19 Jul      San Diego: 19 Jul - 24 Jul      Kings Bay: 29 July - 2 Aug  
Bangor: 2 Aug - 8 Aug, 29 Sep - 30 Sep

The following commands are overdue and need to schedule their submarine safety surveys:

USS VIRGINIA (SSN 774) - Expired Mar 2013  
USS MONTPELIER (SSN 765) - Due Jun 2014  
USS LAJOLLA (SSN 701) - Due Jun 2014

Commands that have scheduled their submarine safety surveys:

USS SEAWOLF (SSN 21) - Due Jun 2014 (Scheduling message received from command)  
USS ALABAMA (SSBN 731) - Due Apr 2014  
USS ALBANY (SSN 753) - Due May 2014  
USS HAMPTON (SSN 767) - Due Sep 2014  
USS PENNSYLVANIA (SSBN 735) - Expired Jan 2014  
USS WYOMING (SSBN 742) - Due Oct 2014  
USS MISSISSIPPI (SSN 782) - Due for first safety survey

The safety surveys for the following commands will expire during the 4<sup>th</sup> QTR FY14:

USS SAN FRANCISCO (SSN 711) - Due Sep 2014  
USS RHODE ISLAND (SSBN 740) - Due Aug 2014

The safety surveys for the following commands will expire during the 1<sup>st</sup> QTR FY15:

USS DALLAS (SSN 700) - Due Dec 2014  
USS TOLEDO (SSN 769) - Due Dec 2014  
USS SCRANTON (SSN 756) - Due Oct 2014  
USS GEORGIA (SSGN 729) - Due Oct 2014  
USS NORTH CAROLINA (SSN 777) - Due Dec 2014  
USS CITY OF CORPUS CHRISTI (SSN 705) - Due Dec 2014  
USS HOUSTON (SSN 713) - Due Dec 2014

Note: Safety survey scheduling requires a request message sent to the Naval Safety Center from the ship or ISIC. You can find additional survey information, request message template, and survey checklists at [www.safetycenter.navy.mil](http://www.safetycenter.navy.mil). For additional questions, please call the submarine division at 757-444-3520 ext. 7838.

<b>Effective COMNAVSAFECEN Submarine Safety Advisories</b>		
<b>2010</b>		
6-10	081904Z Dec 10	Asbestos Removal Protection
<b>2011</b>		
2-11	041532Z Mar 11	Heat Stress Meter Clarification
3-11	071634Z Mar 11	Heat Stress Survey Clarification
5-11	021648Z May 11	Reportable Mishap Clarification and Reporting
7-11	201437Z Oct 11	Safety Survey Requirement Change
9-11	181607Z Nov 11	Afloat Fall Protection
<b>2012</b>		
3-12	231505Z Aug 12	Reporting Afloat Mishaps
4-12	291342Z Aug 12	Replacement of HMUG with NSTM 670
<b>2013</b>		
4-13	295572 Aug 13	Heat Stress Meter Certification
<b>2014</b>		
1-14	141511Z Jan 14	Effective COMNAVSAFECEN Afloat Safety Advisories for Surface Ships and Submarines
2-14	101655Z Feb 14	Naval Safety Supervisor Course Requirement Change
4-14	151837Z APR 14	Electrical Safety Advisory

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